

SHIPPING AND COMMERCIAL PARTS OF THE WORLD

30 U. S. BOARD SHIPS
WILL GO TO RUSSIAVessels to Be Made Ready at
Once to Carry Grain to
Victims of Famine.

WORK FOR IDLE SEAMEN

Use of Vessels Ordered Only
After Private Owners Have
Done What They Could.

NEWPORT News, Jan. 2.—Thirty Shipping Board steamships anchored in James River are to be made ready for sea at once and placed in the Russian relief service, according to well founded reports here.

Shipping Board officials understand that the ships are to be used to carry grain to the starving Russians. Just when the movement will start or through which ports the grain will move no one is able to say at this time, however.

Marine men at this port say shipping is showing signs of greater activity than it has in several months. Nine vessels were chartered here last week and are being made ready for transatlantic and coastwise service. The chartering of these ships resulted in more than 100 idle American seamen at this port securing work after a wait of months.

WASHINGTON, Jan. 2.—The Shipping Board is preparing to give the American Relief Administration such shipping tonnage as may be needed for the transportation of grain to Russia after the Russian private owners have done what they can. Vice-President J. B. Smith, in charge of charters and allocations of the Shipping Board, said today. The Jones law provides, Mr. Smith pointed out, that American ship owners and operators shall have the first opportunity, but he indicated that the board is ready to carry the remaining grain at cost.

The board plans, if necessary, to assign thirty 7,500 to 12,000 ton ships to this work. The vessels will sail from various Atlantic coast ports, including New York, Philadelphia, Baltimore and Newport News, and the Gulf ports. A few days ago, Mr. Smith said, orders went out to "break out" five vessels at different ports and later five more were ordered made ready and the keepers told to stand by on twenty more vessels. The ships are not all in the James River, it was said, but are tied up at different ports where Shipping Board vessels are located.

FARLEY I. M. M. CHIEF
IN PASSENGER FIELD
Succeeds W. W. Jefferies,
Who Retires.

The International Mercantile Marine Company announces the appointment of Richard H. Farley as passenger traffic manager, succeeding William W. Jefferies, who is retiring. Mr. Farley, 41, is a native of New York, and has been in the company's service for many years. He was formerly in charge of the first and second class departments, and David Lindsay, assistant passenger traffic manager, in charge of the third class department. All are promotions, due to the retirement of W. W. Jefferies, passenger traffic manager since 1916. Mr. Farley, who joined the staff of the old Inman Line as an office boy forty years ago, has been in poor health and was retired at his own request.

Mr. Farley was well known among shipping men. When the International Mercantile Marine was formed he was passenger manager of the Dominion Line in Boston and was made manager of the first class department of the new organization. Later he was transferred to this city as associate manager of the third class department, and on the retirement of the late S. S. Cortis became manager. During Mr. Jefferies' illness Mr. Farley was acting head of the passenger traffic of the company.

Mr. Farley entered the employment of the Red Star and American Lines twenty-eight years ago and was until his recent promotion in charge of the first class department of these lines. He was purser of a transport in the war. Mr. Wilep and Mr. Lindsay rose from the ranks of the company. For the last twelve years Mr. Wilep was in charge of the first class department of the White Star Line's New York-Southampton service and Mr. Lindsay attended to the publicity and advertising business of the company before becoming manager of the third class department of the associated lines.

Say It by RADIO
"Welcome Home" or "Bon Voyage"

SPECIAL long distance stations, connected with New York by direct wires, provide accurate and speedy communication with the following steamers:

Adriatic	Drottningholm	Olympic
Aeolus	France	Presidente Wilson
America	George Washington	Rotterdam
Aquitania	Giuseppe Verdi	Stangerford
Baltic	Nieuw Amsterdam	Vasari
Bergensfjord	Orinda	

and all other radio equipped ships plying the Seven Seas.

Any Postal Telegraph Office will accept RADIOGRAMS for ships at sea routed "Via RCA New York." Radiograms may also be filed at any RCA office shown below.

For special information concerning ship radio communication, telephone

MARINE INFORMATION BUREAU

Broad 5100

Radio Corporation of America

E. J. NALLY, President

Offices in New York City

ALWAYS OPEN — 64 BROAD ST.

8 A.M. to 8 P.M. Tel. Broad 5100

8 A.M. to 8 P.M. Tel. Barclay 7610

8 A.M. to 8 P.M. Tel. Canal 9477

8 A.M. to 8 P.M. Tel. Ashland 7455

8 A.M. to 8 P.M. Tel. Longacre 8854

CLOSING OF MAILS

Foreign mails will close promptly as indicated below at the General Post Office and City Hall Station. Ordinary prints, samples, parcels and registered articles close two hours earlier, except that registered articles close at the hours of 8 A.M. and 12 P.M. At the Foreign Station (corner of Morton and West streets) foreign mail closes half an hour later than the supplementary closing time shown below, except that supplementary mail for European countries and for Central America, etc., via Cristobal, closes one hour later. Whenever mail vessels sail between the hours of 8 A.M. and 8 P.M. a supplementary mail post office on the steamship pier is open to the public 15 hours before the scheduled sailing time and closes 10 minutes before the scheduled sailing time. Double post offices for which supplementary mail is accepted on the pier at time of sailing are shown below by a dagger (†) following time of closing of mail.

Transatlantic Mails.

TUESDAY, JANUARY 3.
Europe, Africa and West Asia (Norway, Sweden, Finland, etc.) via Plymouth and Cherbourg; also parcel post mails for Great Britain, Ireland and other countries, via Plymouth and Cherbourg; also for Germany, Austria, Czechoslovakia, Hungary and Switzerland via Bremen. AMERICA (see post), 8:30 A.M. (sup 11 A.M.).
Norway, Sweden, Denmark and Finland, via Christiania, Stockholm, Copenhagen, etc.; also parcel post mails for Norway, Sweden and Denmark. AMERICA (see post), 11 A.M. (sup 11:30 A.M.).WEDNESDAY, JANUARY 4.
Europe, Africa and West Asia (Spain, etc.) via Plymouth and Boulogne; also parcel post mails for France, Belgium, Holland, etc.; also for Germany, Austria, Czechoslovakia, Hungary and Switzerland via Bremen. AMERICA (see post), 8:30 A.M. (sup 11 A.M.).THURSDAY, JANUARY 5.
Germany, via Hamburg; also parcel post mails for Germany, Austria, Czechoslovakia, Hungary and Switzerland via Bremen. AMERICA (see post), 8:30 A.M. (sup 11 A.M.).FRIDAY, JANUARY 6.
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Germany, via Hamburg; also parcel post mails for Germany, Austria, Czechoslovakia, Hungary and Switzerland via Bremen. AMERICA (see post), 8:30 A.M. (sup 11 A.M.).TUESDAY, JANUARY 31.
Germany, via Hamburg; also parcel post mails for Germany, Austria, Czechoslovakia, Hungary and Switzerland via Bremen. AMERICA (see post), 8:30 A.M. (sup 11 A.M.).WEDNESDAY, FEBRUARY 1.
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Ship Masters.

The Herald publishes daily reports of the positions of merchant vessels received, through the United States Naval Communication Service. Ship masters of vessels with radio apparatus, without charge, report their (TR) noon positions through the following naval radio stations in the United States proper: Bar Harbor, Me. (Ottercliffes); Amagansett, L. I.; Cape May, N. J.; Norfolk, Va.; Cape Hatteras, N. C.; Jupiter, Fla.; Key West, Fla.; New Orleans, La. These positions (TR) reports must be addressed to the radio station called, and they will be forwarded to New York. It is important that these reports should be sent promptly at noon each day in order that they will be received in time for publication.

PASSED CITY ISLAND.

Bound South.

Str. Mafai (Br), Sailed via Boston for New York.

Tugs Roger Williams, towing 2 barges (at 12:30 PM); tug Enterprise, towing 2 barges (at 1:30 PM); tug Enterprise, towing 2 barges (at 2:30 PM); tug Enterprise, towing 2 barges (at 3:30 PM); tug Enterprise, towing 2 barges (at 4:30 PM); tug Enterprise, towing 2 barges (at 5:30 PM); tug Enterprise, towing 2 barges (at 6:30 PM); tug Enterprise, towing 2 barges (at 7:30 PM); tug Enterprise, towing 2 barges (at 8:30 PM); tug Enterprise, towing 2 barges (at 9:30 PM); tug Enterprise, towing 2 barges (at 10:30 PM); tug Enterprise, towing 2 barges (at 11:30 PM); tug Enterprise, towing 2 barges (at 12:30 AM); tug Enterprise, towing 2 barges (at 1:30 AM); tug Enterprise, towing 2 barges (at 2:30 AM); tug Enterprise, towing 2 barges (at 3:30 AM); tug Enterprise, towing 2 barges (at 4:30 AM); tug Enterprise, towing 2 barges (at 5:30 AM); tug Enterprise, towing 2 barges (at 6:30 AM); tug Enterprise, towing 2 barges (at 7:30 AM); tug Enterprise, towing 2 barges (at 8:30 AM); tug Enterprise, towing 2 barges (at 9:30 AM); 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